

### **IR 919 Special Operating Procedures:**

- (1) Early contact with ATC before route entry will increase mission effectiveness.
- (2) Primary route under and through Buffalo, Yukon 3A Low & Yukon 1 MOAs. Alternate entry/exit B places you within Yukon 1 MOA.
- (3) Restricted operations in and around active Special Use Airspace (SUA). See AFI 13-212, 11 AF Supplement. Coordinated scheduling with the 353 JSO, and radio contact with Eielson Range Control (ERC) on primary 229.4, secondary 246.2, or 125.3 (for SUA deconfliction) is required. If any of the affected SUA is active, you must remain clear until ERC approves entry. Radio contact with ERC may be difficult. If no contact can be made, call “in the blind”, then proceed, and continue periodic attempts. Radio contact with ERC constitutes use of the Special Use Airspace Information Service. This advisory service is provided for military and civilian VFR traffic in the Interior MOA complex. Advisories will be given when known. Though not an ATC facility, ERC provides this service to increase situational awareness and safety.
- (4) Route designated for MARSA operations, established by coordinated scheduling with the Scheduling Activity (SA). Expect ATC to give route and MOA clearance prior to route entry. Ask for clearance at least five minutes prior to route entry. ATC may ask if you are a “participant” in the SUA. This means you have coordinated with the SA for the use of the SUA.
- (5) LOWAT approved on route segments when within active MOA airspace. Coordinate with the SA.
- (6) All route points collocated with IR-939, VR-1909 and VR-1939.
- (7) IR-926, IR-927, VR-1926 and VR-1927, cross at Pt A.
- (8) IR-917, IR-918, VR-935 and VR-936 cross at Pts A, B & C.
- (9) IR-928, IR-929, VR-1928 and VR-1929 cross at Pt C.
- (10) Primary Entry Pt - A. Alternate Entry Pt - B.
- (11) Primary Exit Pt - C. Alternate Exit Pt - B.
- (12) Seasonal Caribou calving sensitive area entire route (15 May – 15 July); see local OGV FCIFs for details and locations. Also see Airspace Presentation link listed in #13.
- (13) Numerous sensitive areas near Alaska Hwy. See 11 AF Noise/Flight Sensitive Areas List (NFSL) <http://www.elmendorf.af.mil/Units/611osf/AirspaceHome.htm>
- (14) Use CAUTION for Pogo Mine on segment B to C. Remain clear of mine by 5 NM or 4,500' MSL centered on 64 25.8N 144 48.2W, and Goodpaster River by 2 NM or 4,500' MSL from southern border of Yukon 1 MOA to airstrip located at 64 28N 144 55W continuous. Mine has high density air activity with helicopters (150'-500' cable long-lines) and fixed wing activity year round. See 11 AF NFSL Item #43.
- (15) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. One known camp is located at 64 17N 144 16W and uses a helicopter for re-supply.
- (16) Use CAUTION Alaska Highway VFR corridor within confines of Buffalo & Birch MOAs. Remain above 3,500' MSL when within 2NM of the highway (Buffalo) or within ½ mile north of the highway to the southern bank of the Tanana River (Birch), continuous. See Birch and Buffalo MOA descriptions in the 11 AF NFSL.
- (17) Route Entry: BIG (322.5/135.3), Exit: MPY2 (319.2/120.9)